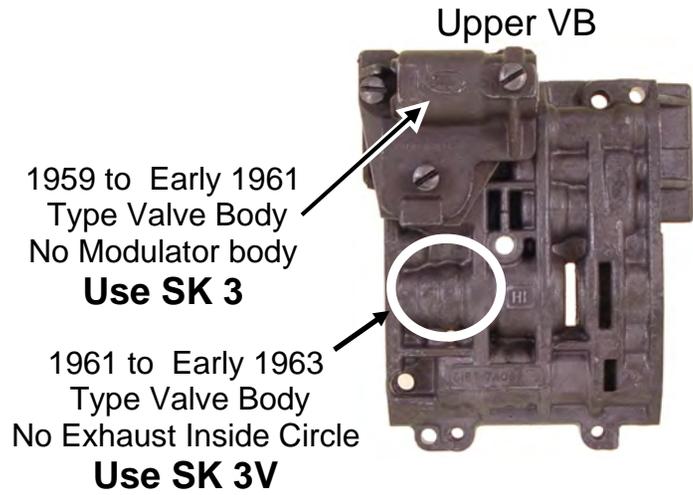




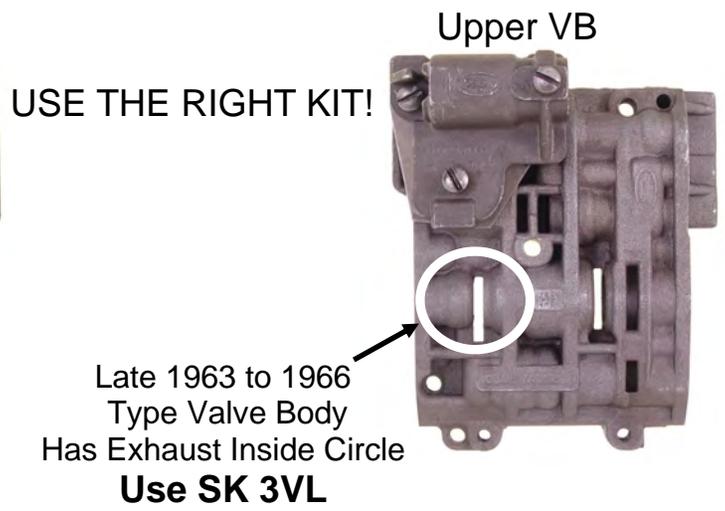
SK-3V

Fits 1961- Early 1963
Cruise-O-Matic,
Cast Iron Case
With Vacuum Modulator



1959 to Early 1961
Type Valve Body
No Modulator body
Use SK 3

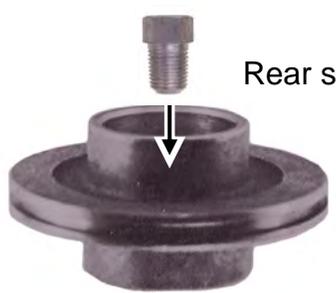
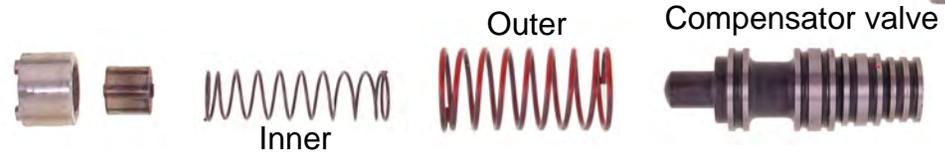
1961 to Early 1963
Type Valve Body
No Exhaust Inside Circle
Use SK 3V



USE THE RIGHT KIT!

Late 1963 to 1966
Type Valve Body
Has Exhaust Inside Circle
Use SK 3VL

1. Remove valves from upper VB, install drill jig as shown. With any drill from 1/16 to 5/32, drill VB using jig as guide. Clean casting before reassembly.
2. Remove and discard old compensator valve and springs. Install new compensator valve and new **Green** outer and **Blue** inner springs. If softer shift is desired use **Pink** outer spring.
3. Install New separator plate
4. Install new pressure regulator spring be sure to use original valve stop (spring seat) on new spring.



Rear servo piston

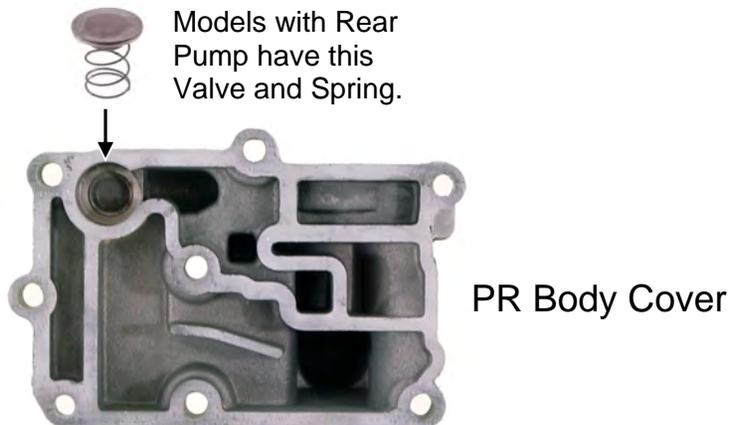
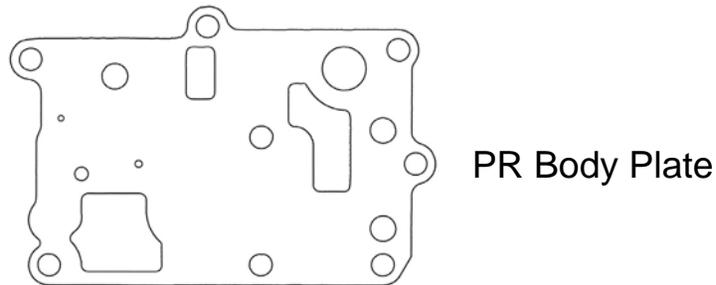
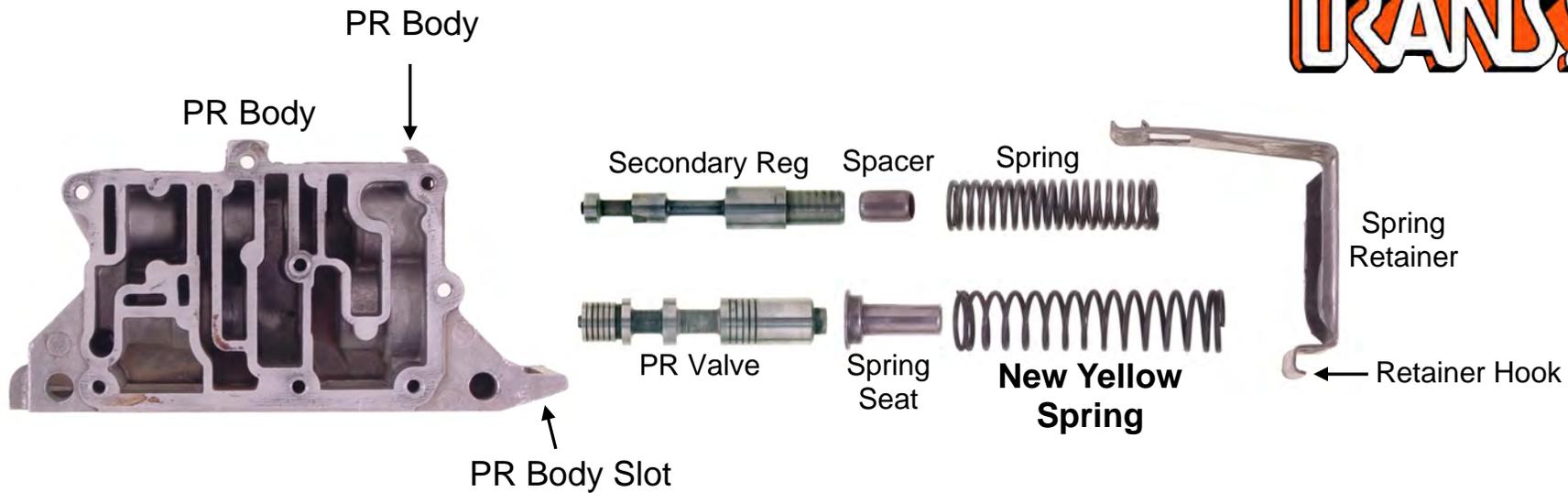
5. Remove check valve and spring from bottom of rear servo piston. Place furnished plug in hole and tighten 4 to 5 turns.



Upper VB

Drill JIG

1/16 to 5/32 Drill here through casting.



1. Disassemble PR Body and flat sand the PR Body Cover and the PR Body on a smooth flat surface with 400 grit sand/emery paper to remove any warp or high spots. This will cut down on cross leaks.
2. Clean and reassemble the body. Mount the body onto the trans case and tighten bolts.
3. Lube the valves and install the **New Yellow Spring** onto the PR Valve Spring Seat. Make sure the spring seat is sitting on the PR Valve itself and **NOT ON THE SPRING RETAINER!**
4. Insert the spacer into the secondary reg spring and reinstall as shown. There are no changes to the secondary regulator.
5. Install the spring retainer by hooking the bottom of retainer into the slot of the PR body and then snapping the retainer over the hook of the PR body compressing both springs. Be careful when installing springs. **Wear eye protection!**

Have a great day!



Mr. Shift